

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT NO. 

SUBJECT Presov Airport

DATE DISTR. 24 July 1953

NO. OF PAGES 6

25X1 DATE OF INFO. REQUIREMENT NO. 

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PLACE ACQUIRED

REFERENCES

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1. Presov Airport  $\angle$  4902N-2119E  $\angle$  was located six kilometers northeast of Presov  $\angle$  Annex A  $\angle$ . It measured 1,000 m. from north to south, and 800 m. from east to west. Both its irregular shape and the fact that it did not appear as if it could be enlarged were due to the surrounding mountain range.
2. The airfield had no hardstands, and aircraft used for training by cadets were usually parked near hangers and on aprons  $\angle$  See Annex B for identification and location of Airport buildings  $\angle$ .
3. Obstructions nearby were the Kapusany Castle, hills approximately eight kilometers to the southeast (elevation 1,051 m. above sea level), a church steeple about 40 m. high two kilometers southwest, and some hills which were four kilometers northwest of the airfield and approximately 741 m. above sea level.
4. Signal rockets used at the airport had the following meanings: Red, landing prohibited; Green, all-clear landing signal; White, return to home base.
5. Fueling for Czechoslovak Airline (Ceskoslovenske Aerolinie -CSA) planes which used the field was done from trucks with motor-driven pumps. There were, however, no special facilities for this company's planes here. Only light maintenance was performed for military aircraft.

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC					

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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- 25X1 6. [ ] about 20 Bucker C-106 and another type of aircraft  
25X1 [ ] on this field [ ]  
25X1 [ ] These planes were all single-engined and dual-controlled,  
25X1 and were used for elementary flight training of cadets for both  
solo and dual control practice. 25X1

- 25X1 7. [ ] a cadet training school located at this airfield. [ ]  
25X1 cadets engaged in flight training, [ ] their number at  
60-80 (based on number of aircraft on the field).

- 25X1 8. [ ] five CSA employees as well as Czech Air Force personnel  
25X1 [ ] employed at Presov Airfield.  
25X1 [ ] Air Force officers were billeted  
at the Dukla Hotel, located on the main street of Presov, and air  
cadets were billeted in a caserne in Presov.

- 25X1 9. [ ]  
[ ] three Air Force members /rank unknown/,  
armed with 9 mm. submachine guns, who walked around the  
vicinity of the hangers /Point #12, Annex B/. The airfield's  
fence did not completely encircle the field. Unescorted CSA  
employees were permitted to enter CSA offices and the radio control  
room, but were not allowed to loiter about the airfield. Departing  
25X1 CSA passengers were escorted into the airfield and to the CSA offices  
by a CSA airfield employee. [ ] no special pass was  
required of CSA crew members and passengers to enter the field.  
From sunset to sunrise CSA aircraft were forbidden to land at  
Presov Airfield, except on emergency.

Annex

- 25X1 A: Presov Location  
B: [ ] Sketch of Presov Airfield

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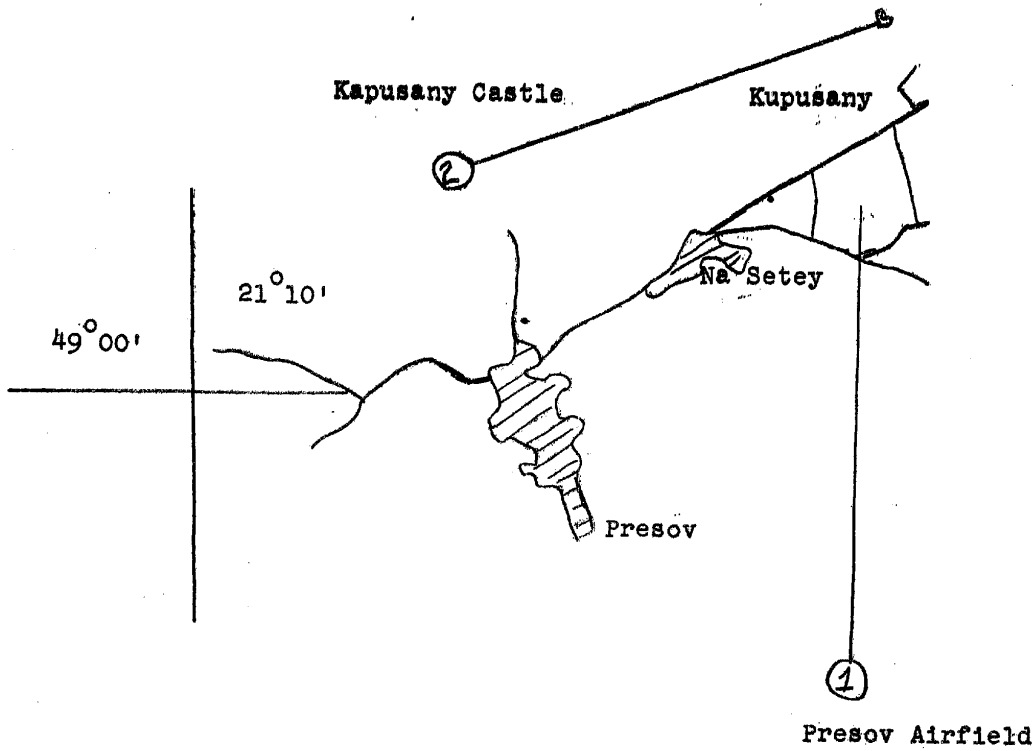
Annex A

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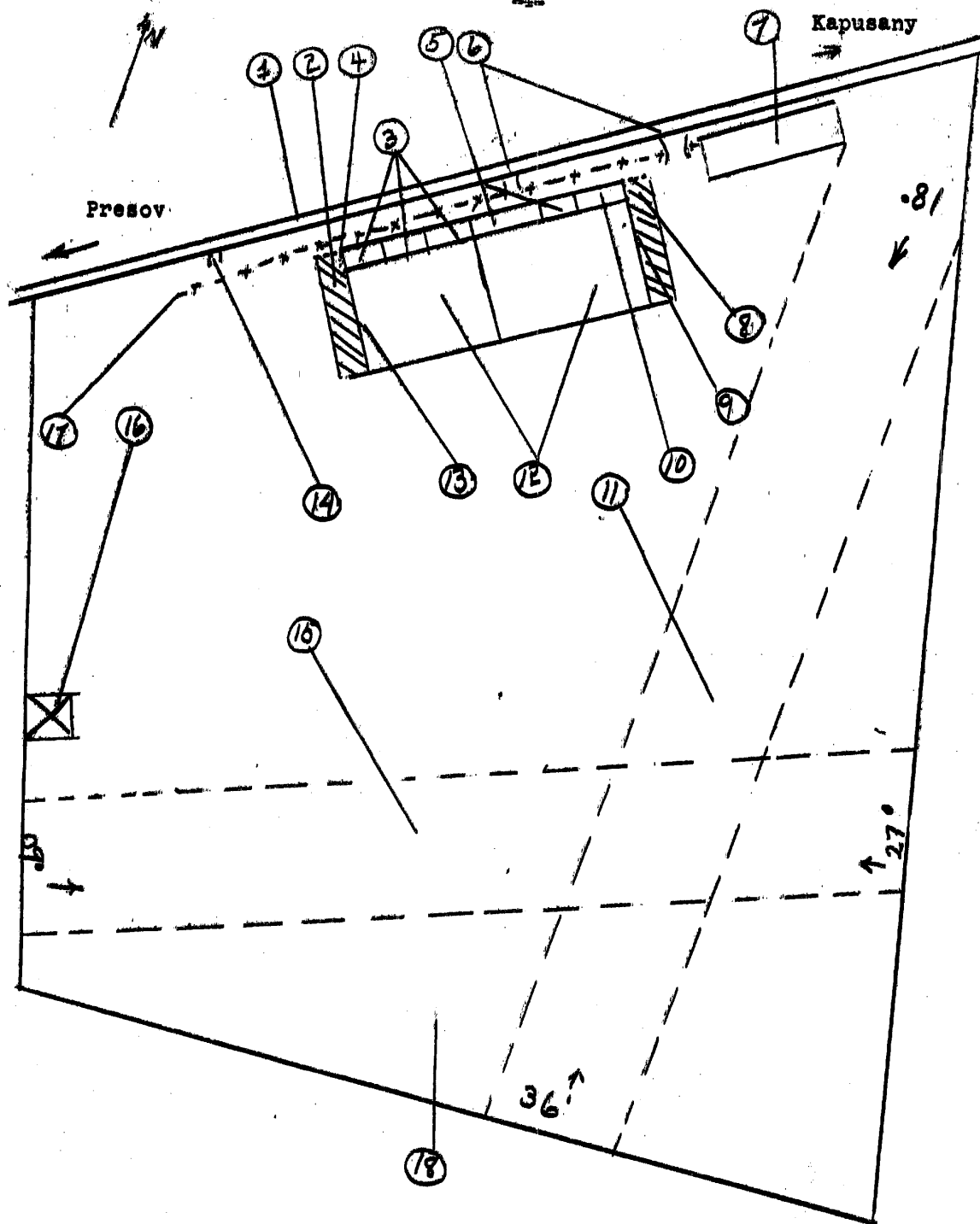
Overlay of GSQS 4416, Scale 1:100,000  
Sheet V-15, Presov



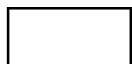
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Sketch of Presov Airfield

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Annex B

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Legend

1. Highway: Presov to Kapusany. It was asphalt, approximately six meters wide and six kilometers long, and was adjacent to and north of airfield. The highway was in very poor condition, and poorly maintained.
2. Apron: cement, approximately 40 m. long and 20 m. wide. It was utilized for warming up planes, light maintenance, and fueling.
3. Air Force Personnel Offices: dark green, stuccoed brick, approximately 40 m. long, 5 m. wide, 10 x 15 m. high.
4. Entrance to the Air Force offices.
5. CSA Offices: dimensions and description of offices are the same as Point 3. Offices were utilized as CSA passenger waiting room and ticket office.
6. Airfield Entrance Gates: iron, approximately four meters wide, two meters high. They were used by CSA passengers, employees, and military personnel. Northeast gate was used for automobile traffic. Both gates were located approximately two to three meters off the Presov - Kapusany Highway. He never observed guards at these entrances.
7. EM Barracks: dark brown, wooden, approximately 30 x 8 x 4 m., low-pitched gable roof, presumed to be tar papered. Air Force enlisted men were observed entering this building and it was identified, by observation through windows, as barracks.
8. Apron: same dimensions and use as Point 2.
9. Hangar Doors: iron accordion folding type, approximately 40 x 10-12 m.
10. Radio Control Room: containing a goniometer radio (American origin, name unrecalled), Tesla receiver and transmitter telegraph units. Three CSA people believed employed in this office. Straight antenna wires observed on roof of the radio control room.
11. Runway: North - south; grass; approximately 1,000 m. long. Runway could not accommodate aircraft larger than the DC-3.
12. Hangars: dark green, stuccoed brick, each approximately 40 x 10-15 m., separated by walls; flat-roofed; cement floors. Utilized for housing of Aradac (number unrecalled) and Buker C-106 trainer planes used by the cadets and light maintenance work. There were approximately 10 civilian gliders utilized by DOSLET stored in the northwest corner of the hangar.
13. Hangar Doors: same description as Point 9.
14. Airfield Entrance Gates: this gate was used by the military only.
15. Runway: East - west, grass, approximately 800 m. long. Only light aircraft landed here, due to shortness of runway.
16. Building: a dark color, stuccoed brick, three x three x three meters flat roof   
Construction was started summer 1952 and completed fall 1952.
17. Fence: mesh, steel, approximately 200 x 2 m.

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Annex B (Cont'd) SECRET

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18. Airfield: grass (neatly cut), natural drainage, slightly higher elevation on south end of airfield. The elevation was approximately 306 m. above sea level. Maintenance of airfield was performed by Air Force personnel. There were no taxiways. Airfield was controlled by military personnel.

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